



**SOUTH AUSTRALIAN SOCIETY OF MODEL
& EXPERIMENTAL ENGINEERS**

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S.A.S.M.E.E. BULLETIN

1927---2012

**The Official Journal of
The South Australia Society of
Model & Experimental Engineers INC.**

March 2012

ISSN/0155/3700

Club Happenings

By J. C. F.

Sunday Field Day 4th December

Despite an early cold wind by the time we opened it had abated providing a balmy 27°. That and the inclusion of our club in the previous Monday "Advertiser", "What's on Section" ensured a crowd at least 25% above our usual Sunday attendance. The number saying this was the first they had heard about the club and promising to come again suggests a busy year in 2012. With only one 7¹/₄" loco available the customer queue was excessive until John Monte stepped into the breach by loading his Jack and Junior 5" gauge combination from the Millswood 7¹/₄" station. Having two gauges on that circuit proved its worth. In all 35 members were in attendance.

Canteen

Jackie Monteodorisio

Toni Offler

Shirley Mundy

Margaret Coxon

Thank You Ladies

SASMEE Station 3¹/₂" & 5"

The following locos and drivers provided rides:

John Beale/David Hawkins	0-6-0	Schenectady
Michael Tingay		Heisler
John Monteodorisio	0-6-0, 0-6-0	Jack, Junior
Graham Driscoll	V8	German P Type
Ian Hand	0-4-0	Club Electric
	0-4-0	Smiley
Allan Wallace/John Mere	2-6-0	Black Five

Bryan Homan
Mathew Leslie

2-8-0 Nigel Gressley#456
C0-Co Mt Goldsworthy
BHP6000GEAC

Station Masters were:

Mark Coxon
Ken Wallace
Kingsley Martin
Ainslie Cuthbertson

Millswood Station 7¹/₄"

Bert Francis 0-4-0 Harry

Station Masters were:

David Walton
Rob Glover

Boat Pond

The following members and boats attended:

Michael Priest	MSC Helper
	Tug Boat
Allan Wallace	PS Blanche
Allan Waller	Hovercraft
	Clyde Puffer
Bob Smith	Patrol Boat Brave Borderer
	P1011
	HMAS Swan Daring Class
	Destroyer
Malcolm Ambler	Swiss Barge
	Steam Launch
	Torpedo Boat
Chris McKay	Sailing Boat Anne
	Submarine

Michael Offler

Metinda Tug Boat
Corvette Chriscraft Cabin
Cruiser

Glynne Thomas

Colwyn Bay Trawler
HMAS Swan Destroyer

Steam House

John Weidenhoffer
Ralph Ollerenshaw
Craig Eustice

Safety Officer

John Foster

Gatekeeper

John Davey

17th December Christmas Party

The day dawned with a forecast of rain and thunderstorms.

Undeterred 85 members and their families braved the conditions and with the exception of a fierce downpour as we were starting the barbecue and later about 10-00 PM we were blessed with fine balmy weather.

Prior to the first downpour the cooks had decided to move the barbecue to the veranda of the club rooms with all attendees following. We all found places in the club room and the veranda so that while it was a squeeze nobody got seriously wet and closeness meant we all could chat together. In all the dinner was a great success with many commenting that it was one of the best Christmas functions ever.

During the afternoon and after dinner the following boats and trains were active with two new locos making an appearance. These included Tash Leslie's delightful "Mystery Machine" in pale blue with a bear driver and Brad Cotrel's CP 9 in glorious grey undercoat.

Other locos present were:

John Beal	0-6-0	Schenectady
John Monteodorisio	0-4-0	Jack & Junior
Mathew Leslie	C0-Co	BHP6000 GE AC
Graeme Driscoll	0-6-0 0-6-0	Kitson Meyer
Bryan Homan	2-8-0	Nigel Cressley #456
Allan Wallace	0-4-0	Juliet
Simon Huntington	0-4-0	Bluey
Brenton Dickers	0-4-0	2012
Graham Dickers	0-4-0	310
John Mere	2-8-4	720 Class #724
Graham Driscoll	V*	German P Type

Needless to say all were kept in continuous operation with many exchanges of drivers.

Boats were represented by

Stan Shelton	PS Adelaide
Michael Offler	Cabin Cruiser
John Sheldon	Turbo 2 Cruiser MV-310
	Wave Rider MV-149
Bob Smith	Patrol Boat – Brave Borderer
	P1011
John Foster	Destroyer HT-28769F “Iriana”

Thanks to cooks

Bryan Homan,
John Davey
John Beale
Ian Foster

and Servers

John Monte

Mathew Leslie

Toni Offler and
Jackie Monte
Sue Leslie and
all other who contributed to a great night.

Sunday Field Day 1st January 2012

Due to temperatures of 39⁰C the field day was cancelled.

Tuesday Club Invitation Run 10th January 2012

Forty Five members and family members attended with several members from Morphett Vale Miniature Railway and Railway Park also in attendance. An apology was received from Ray Hall President of Penfield Model Engineers stating that many of his members were away at a Convention in New Zealand.

Boat Pond

The following boats attended:

John Shelton	Sea Twister
Stan Shelton	PS Adelaide
John Foster	Destroyer HT-28769F "Iriana"

SASMEE Station 3¹/₂" & 5"

The following locos and drivers provided rides:

John Beale/David Hawkins	0-6-0	Schenectady
Michael Tingay		Heisler
John Monteodorisio	0-6-0, 0-6-0	Jack, Junior
Bob Smith	2-8-2	700 Class #702Club
Various Drivers	0-4-0	Club Loco
Tash Leslie	0-4-0	Mystery Machine

Millswood Station 7¹/₄"

Barry Dunstan	0-4-0	Dolgoch
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Geoff Miller

Rail Converted Trojan Deliver
Truck

Dickers Family (Brenton, Cameron, Graham, Suzanne)
New petrol hydraulic loco RM12.

The Dickers family also set up their 45mm gauge layout
with three locos and some rolling Stock.

Saturday Public Field Day 21st January 2012

A forecast of 33⁰C had the club a little worried but a breeze cooled attendees. 35 Members attended with a medium sized crowd, which was particularly pleasing in view of competition from Tour Down Under and the beaches. Six children's birthday parties enjoyed the afternoon with all attending commenting on the pleasant day, helped by a very good showing of locos and boats. Harm and Tinki Folka attended from Pt Germaine and intend to bring some of their locals to see the boats with the aim of starting a model boat club there.

The new boat launcher received its baptism and worked well.

Canteen Ladies Were:

Jackie Monteodorisio

Dorothy Ambler

Dawn Schaefer

Thank you ladies

Steam House

Ralph Ollerenshaw

John Weidenhofer

SASMEE Park Station 31/2 “and 5”

John Beal/David Hawkins	0-6-0	Schenectady
John Monteodorisio	0-6-0	Jabiru
Malcolm Ambler	C0-C0	NSW422 Class Diesel #42215
Brad Cottle	0-4-0, 0-4-0	d/h Electric Shunters #49, #43
Allan Wallace	2-6-0	Black Five
Bob Smith	4-2-0	NER Fletcher
Various Drivers	0-4-0	Club Loco

Station Masters Were:

Kingsley Martin
Jeff Schaefer
Ainslie Cuthbertson
Michael Tingay

Millswood Station 71/4”

Bert Francis	0-4-0	Harry
Graham Driscoll	4 truck Shay	#12
John Lewis	0-6-0	Sevenplex

Station Masters Were:

Ian Clark
Rob Glover
Alex Mitropoulos
Josh Driscoll

Boat Pond

The following members and boats attended:

Allan Waller	Mady Fishing Boat
	Hovercraft
	15 th Century Galion
	Passenger Vessel Locheil
Michael Priest	MSC Archer Tugboat

Michael Offler	Corvette Chriscraft Cabin Cruiser
John Sheldon	Paddle Steamer
	Turbo 2 Cruiser MV-310
	Wave Rider MV-149
	Sea Twister
Glynnne Thomas	White Star MV-310
	Colwyn Bay Trawler
John Babi	Coast Guard Boat
Bob Smith	Atlantic Tugboat
	Port New Plymouth Cargo Ship
	Daring Class Destroyer
	Pride of Firth Steam Trawler
Stan Shelton	PS Adelaide
Alf Payne	Hamburg Fishing Trawler
	Boulogne –Etaples Fishing Trawler
Bill Weste	Langdon Steam Launch
Chris McKay	Destroyer HMAS Swan
Mark O'donohoe	Destroyer HT-28769F

Safety Officer

John Beal

Gate Keeper

John Davy

Sunday Public Field Day 5th February

Rain for most of the week and a wet forecast for Sunday resulted in some phone calls to see if we were going to run.

After reassurance was given a moderate attendance occurred and with the exception of a light shower mid-afternoon we had a very pleasant afternoon until the public had left and the heavens opened on the loco drivers packing up. This heavy shower caught Jackie Monte and Tash Leslie doing some fun laps. Unfortunately no one had a camera ready.

42 club members attended, we had several birthday parties including one of thirty people who were utterly delighted with their party and the venue.

Canteen

Jackie Monteodorisio
Toni Offler
Sue Leslie
Shirley Mundy

Thank you ladies

Steam House

Ralph Ollerenshaw
David Eustice

SASMEE Station 31/2" & 5"

The following locos and drivers provided rides:

John Beal	0-6-0	Schenectady
David Hawkins		
John Monteodorisio	0-4-0	Jack Junior
	0-4-0	Trial Loco
Michael Offler		Electric Loco
	0-4-0	Titch
Mathew Leslie	C0-Co	BHP6000 GE AC
Michael Tingay		Heisler
Graeme Driscoll	0-6-0	0-6-0 Kitson Meyer
Allan Wallace	2-6-0	Black Five
John Mere	4-8-4	500 Class #509

Bryan Homan
Michael Moyse
Steeple Cab Electric

4-8-0 T Class #214
Co-Co Detroit and Ironton

Station Masters were:

Mark Coxon
Ian Foster
Kingsley Martin

Millswood Station 7¹/₄"

Barry Dunstan	0-4-0	Dolgoch
Bob Nash/Glen and Mitchell Templeman	0-6-0	Koppel

Station Masters Were:

Ian Clark
David Walton
Andrew Mottram

Boat Pond

The following members and boats attended and were please to see the barley straw is still working well in the pond.

Stan Shelton	PS Adelaide
Michael Offler	Cabin Cruiser
Michael Priest	Police Launch
	Corvette HMAS Gardenia K99
John Shelton	Turbo 2 Cruiser MV-310
	Wave Rider MV-149
	Sea Twister
	Action Man Inflatable
Glynne Thomas	Colwyn Bay Trawler
	US Coastguard Launch
Malcolm Ambler	Swiss Barge
	Steam Launch
Bob Smith	Patrol Boat, Brave Borderer
	P1011
	Pride of Firth Auxiliary Trawler

Allan Waller

Hovercraft

Titan Topsail Schooner

15th Century Galion

Mady Fishing Boat

Safety Officer

John Weidenhoffer

Gate Keeper

John Davey

Special meeting 28th January 2012

A special meeting was held at the 5" gauge unloading/loading/steaming bay to review plans for improving this area. The meeting was attended by twenty 5" gauge owners/drivers and other interested club members. The result was a new plan which will improve parking and loading. The new plan to be addressed at the next club general meeting.

Club Meeting 14th February

A well attended meeting was advised of a plan to revamp the 5" unload/loading/steaming bay. Rather than make a decision immediately members suggested they needed further time to study the plan in detail. Copies of the plan were distributed 18th February. The matter to be finalised at the March meeting.

Post meeting entertainment was provided by Bill Coles with a description of his progress in constructing a quarter scale Cirrus aero engine. His talk was enhanced by a display of the assembled cylinder head and parts showing the method he used to produce the 16 rockers and tappets for the engine. Many thanks Bill for a very informative talk.

Saturday Public Field Day 18th February

Thirty eight members and a good number of the public braved the 35⁰ C day to enjoy a fun day helped by a cooling breeze. Six birthday parties were held with one being quite large. The park continues to be a favourite venue for children's parties. Numerous comments were received about the enjoyable time and great canteen service. Again thanks canteen ladies.

A "SA LIFE" magazine journalist and photographer visited the club to interview model railway enthusiasts and photograph models for an article on railway enthusiasts of all descriptions, full size to miniature. At this stage they tentatively plan for the article to run in their May issue. Any change to the publication date will be advised.

Canteen

Jackie Monteodorisio

Anne Hardy

Jill Smith

Dorothy Ambler.

Once again ladies your help is most appreciated.

SASMEE Park Station 3¹/₂" and 5"

Ian Foster/David Hawkins	0-4-0	Club Loco
Malcolm Ambler/ Co-Co	NSW 422 Class Diesel	
	#42215	
Allan Wallace	2-6-0	Black Five
Michael Moyse	C0-C0	Toledo Iron and Steel
		Steeple cab electric
John Monteodorisio	0-6-0	Jabiru #J012
Bryan Homann	2-8-0	Nigel Gresly #456
Alan Wallace	0-6-0	Black Five
Bob Smith	4-2-0	NER Fletcher #910

Station Masters were:

Ian Foster
Michael Tingay
Kinsley Martin
Ainslie Cuthbertson

Millswood Station 7¹/₄"

Bert Francis	0-4-0	Harry
John Lewis	0-6-0	Sevenplex.
Graeme Driscoll		4 truck Shay

Station Masters Were:

Ian Clark
Milton Smith
Alex Mitropoulos

Thanks also to Josh Driscoll who keeps our drivers and stationmasters fuelled with cold soft drinks.

Boat Pond

The following members and boats attended as well a one lonely duck.

Stan Shelton	PS Adelaide
Michael Offler	Metinda, Tug Boat
Michael Priest	Corvette HMAS Gardenia
	Police Boat
Bob Smith	Daring Class Destroyer, Vendetta
	Pride of Firth Axillary Trawler
Mary Turner	Bristol Bay Trawler
John Sheldon	Turbo 2 Cruiser MV-310
	White Star MV 356
John Babi	Atlantic Tugboat
Chris McKay	Sailing Boat Anne
	Tram Steamer
	Alpha Submarine

Allan Waller Japanese Submarine
 Hovercraft
 Top Sail Schooner-Titan
 Fishing Boat

Allan also had a small launch that tried to be a submarine but could not resurface. Allan looked good in waders.

Steam House

Ralph Ollerenshaw
John Weidenhofer

Safety Officer

John Foster

Gate Keeper

Jack Davey

A Sad Note

Norm Kernich, a long and very active member, until recently, of our club passed away in late January. Numerous club members attended the funeral and heard of Norm's many activities as well as constructing models. A minutes silence was held at the 14th January meeting in memory of Norm. Our condolences have been passed to his family. Details of Norm's involvement with the club appear later in this issue.

Garden Railway

Some club members have expressed interest in the construction of a garden railway (45mm gauge) and possibly other miniature gauges in the area near the large engine museum at the end of the steam house. Would members interested please contact Vice President John Monteodorisio. We are looking for members who are prepared to **contribute labour** to the project not just use it!!!

Auctions

Norm Kernich's family have donated much of his equipment and models to the club. In addition we have also received and Emco miniature lathe complete with all attachments, a precision drilling setup, magnetic base, electronic dial indicator and sundry other items of interest. Some or all of these will be sold individually by closed tender in the near future. Lists of the equipment and reserve prices will be displayed in the clubroom along with tender procedures.

Commercial Auction

Theodore Bruce Auctioneers are holding an auction of hobby machinery and models on Saturday 10th March at 10 AM at 46 Firth St Brompton. Further details are on the notice board. Viewing the previous day.

Canteen

Members and partners please remember we are always looking for extra help in the canteen. We are GRATEFUL that the canteen looks after us very well every run day. If you can spare a day or two each year, your contribution would be very much appreciated.

GARDEN RAILWAY UPDATE.

JOHN MONTEODORISIO REPORTS THAT THERE HAS BEEN INTEREST EXPRESSED IN THE GARDEN RAIL. BOTH 45MM AND HO SIZES. THOSE REQUIRING FURTHER INFORMATION OR ARE INTERESTED SHOULD CONTACT JOHN ON,
MOBILE, 0409 838 494. OR PH, 8276 4675

FOR SALE.

450 WATT GEAR REDUCED ELECTRIC MOTORS.
24 VOLT. 450 R.P.M.
\$85.00 EACH.
CONTACT JOHN MONTE ON 0409 838 494

Norman Kernich (10/1/1921 ~ 16/1/2012)

Norman was born in Angaston, the youngest of a large family of seven children.

Norm's father was Greenock's butcher

Once he left Greenock Primary he made the five mile bicycle ride from Greenock to Nuriootpa to attend Nuriootpa Higher Primary then the Nuriootpa High School.

After High school, Norm's teaching career started with him working as a Junior Teacher at Greenock Primary before he went to Adelaide Teachers College in 1939. His first teaching appointments were to Athenna on Eyre Peninsula and Wirrega in the Southeast, before he married Kathleen Habner on the 6th of January 1945.

He was then appointed to teaching posts at Hammond, Narridy, Kilburn and Ridley Grove before his final transfer to Enfield High School in 1958.

He taught Physics, Maths and General Science until his retirement in 1980.

Norm retired at 59 - he had so many hobbies and so many things to do!

Although he was the only one of his family to go to University, and to move to the city, Norm always had a strong bond with his home town, Greenock.

Norm made an extraordinarily large telescope for home astronomy. The key component was an 8-inch parabolic mirror, which he created from a thick round flat piece of glass by painstakingly grinding by hand with pitch, grinding paste and rouge. The glass was supported horizontally on a stand, and Norm spent many, many, many hours slowly working it into the precise shape.

He made everything else from scrap materials, and the results were spectacular, provided the night sky was clear and dark. He was extremely annoyed when the street lights were changed from incandescent to fluorescent, and he persuaded the Council to fit a shield to the new fluoro outside his backyard. Eventually, Norm made a number of these reflective telescopes, including one for

Enfield High School. His developments extended to motorised drive to lock onto a feature of interest, and photographic attachments to enable time exposures.

To listen to the cricket broadcasts from England at night on the radio, Norm bought a crystal by mail order and made a crystal set. When phonograph records were released, he satisfied his thirst for recorded music with a homemade radiogram. When stereo hi-fi arrived, he cast and machined his own turntable, and made his own tone arm. Typically, the only purchased part was the critical one – the cartridge.

To record his family growing up, Norm made the laundry convertible to a darkroom, and developed his own photos. Prints direct from the negatives became a bit small, so he made an enlarger.

His most ardent hobby was model-making, specifically model boats. He was a life member of SASMEE, the Society of Model and Experimental Engineers at Millswood. The boats were beautifully built with extraordinary attention to detail. He couldn't understand the satisfaction others gained by modelling with purchased parts. For him the challenge and enjoyment was to make everything, preferably from nothing of any value. The tinsplate from Milo tins was flattened and formed into sleek hull shapes, biros were turned on his lathe into lanterns, shirt packets became windows, etc. Even when teaching in the country, Norm was an active country member of SASMEE. He bought his Myford lathe by mail order from England and had it delivered to his country town. It stayed with him to the end, and is still in excellent condition despite the mistakes and abuse inflicted by three motorcycle-mad sons who he let loose on it when they were very young.

Safety glasses were not part of Dad's tutelage in the use of a lathe, but he did show us how to extract steel swarf from an eye with a powerful magnet...

Dad specialised in 2 kinds of boats. Scale models of real ships, and tethered hydroplanes built for speed. He evolved his own hydroplane design which bore little resemblance to full-sized boats, and he made his own glow-plug diesel engines to power them. They would scream around the SASMEE pond at 100 km/hr, and could be heard over a kilometre away.

In earlier years, SASMEE had a car racing track which was a kind of precursor to slot cars but bigger and with model aeroplane engines. Norm built one of these.

1963 was the year of the Royal Exhibition. Norm had set himself the target of making a scale model of the tugboat "Moorcock" to exhibit. It was to have a level of detail and precision beyond any of his earlier models. As the deadline approached, the project was behind schedule. Even his family thought how "convenient" it was that Norm had contracted a cold and while he was too unwell to face the students at school, he could manage to make progress in his workshop; in his pyjamas, dressing gown and slippers of course.

Moorcock was exhibited on schedule, and is a beautiful piece of work.

Norm's son Lee had some success in motorcycle racing with a home-built bike that his brothers, Alan and David, had a part in creating. In the late 90s, Norm arranged for Lee to be guest speaker at a SASMEE meeting. Lee enjoyed presenting the machine and explaining the development work to a large audience.

Norm was unable to attend due to ill health and he regretted missing the night and, although it was not in his nature to say it directly, Lee knows that Norm was proud to have him talk to the membership of his achievements.

As a teacher, Norm is remembered for very effectively teaching those who wanted to learn, and for his corny jokes.

His favourite was about the student swotting for exams who condensed all his notes to a single page, then condensed that to single line, and then condensed that to a single word on a piece of paper; and then he lost the piece of paper.

Norm liked being recognised by his former students, and was keen to hear of their progress. He remembered so many of them.

Norm devoted much of his energy to the church, as well as the religious side, he was always fixing things for the church, the hall and the manse at Islington, and helping in managing church affairs.

A copy of the book Norm wrote – Islington Uniting Church (formerly Islington Methodist Church) – is held in the National Library of Australia.

Norm's interest in technology never wavered (although he did seem quite happy to dodge the personal computer age). Only recently he was discussing some aspects of solar energy collection and he asked if he could get him some more information on the techniques for simultaneously generating electricity and hot water from solar collectors.

The train taking a young Norm to his first teaching appointment pulled into Ceduna on a scorching summer's day. He stayed overnight at the pub, where the only cold drink available was beer.

Norm had one glass, and that was his lifetime's alcohol intake.

Although he had no formal musical training, he taught himself to play the violin and the flute, and enjoyed singing in choirs and as a soloist.

Norm met Kathleen in the Pirates of Penzance at Teachers College, and went on to be an enthusiastic performer in the Enfield High productions of Gilbert and Sullivan operettas for many years. He cut a fine figure as the Captain of the HMS Pinafore.

Norm was a proficient realist artist, working in watercolours and oils. He painted landscapes and seascapes inspired from his love of the countryside of South Australia.

Norm played tennis once during the week and 3 Saturdays a month at the Blair Athol Tennis Club; into his 80s.

Norm and Kathleen went to the Islington Methodist (then Uniting) Church until it closed, and then they attended the Prospect Uniting Church every Sunday.

When Kathleen had her stroke about 8 years ago Norm's world was turned upside-down as he assumed the role of her carer. He adapted to this smoothly, putting all her needs first and his hobbies almost on hold. After Kathleen moved to the Clayton nursing home almost 3 years ago, he visited her every day and did whatever he could to make her life more comfortable and interesting. The Clayton nursing home staff all knew, liked and looked out for Dad, and remarked that they had never seen such devotion.

This Eulogy was condensed from the original that was written by Lee Kernich for his father's funeral service at the Prospect Uniting Church on Friday 20th January 2012

OTHER THINGS.

The Editor.

If you are looking for tooling or machining type subjects, Google in, WOODWORKFORUM/METALWORK. It's a website that deals with metalwork questions/answers in general, plus a dedicated Hercus section. Lot of practical people discussing a range of kindred subjects. Best part is its Australian.

WANTED TO SELL.

4 Truck "Shay" in 7.25"

Contact Graeme Driscoll on 8276 9387 for further details.

WANTED TO BUY.

6X4 or 5x3 trailer. Contact Bill Coles on 8296 2167

2012 RIDING TRUCK INSPECTION NOTES.

The two yearly inspection of passenger riding trucks has been largely completed in February 2012. In general vehicles were found to be in "fit for service" condition. There were a small number of deficiencies, which owners are in the process of rectifying. It could be useful for members with passenger vehicles, or those contemplating building, to take note of the following observations.

1- The main issue noted was flange wear on leading wheels. Because of our one way circular operation, leading outside wheels tend to always do the "steering", and as a result the flanges are ground away. Service life of a wheel can be readily extended by either light machining before wear becomes too great, or by swapping bogies or wheel sets around so that outside wheels become inside wheels.

2- A lesser issue was flanges becoming "square" at the tip as a result of wear. Unless the flange is too thin, this can be rectified by filing or machining a radius back on the flange. This will reduce any tendency to climb up a rail or turnout frog.

3- In a few cases, there was insufficient clearance between side bearers [or rollers] and the frame transom. If the vehicle is of substantial rigid construction, this may restrict the ability of the vehicle to negotiate the track lumps and bumps.

4- The opposite effect was also noticeable, where side clearance was excessive. Whilst this is unlikely to affect the riding qualities unloaded, it can give a feeling of insecurity for general public passengers due to a wobble effect. A risk here is that passengers may feel they are tipping over due to the wobble, and then cause a derailment by doing an excessive correction lean in the opposite direction. This is a particular issue where a second 5" gauge vehicle is used, and there is no experienced rider to compensate.

5- There were a couple of issues with loose or missing bolts and pins. The majority of defects could have been identified and fixed prior to inspection if owners carry out the occasional inspections of their own. Whilst the Society mandates a two yearly inspection, common sense should suggest that owners do their own checks from time to time. Developing issues can be monitored, and the resident spiders can be issued with eviction notices more frequently. That way, two yearly inspections should become a "rubber stamp" on a fleet of well maintained pieces of rolling stock.

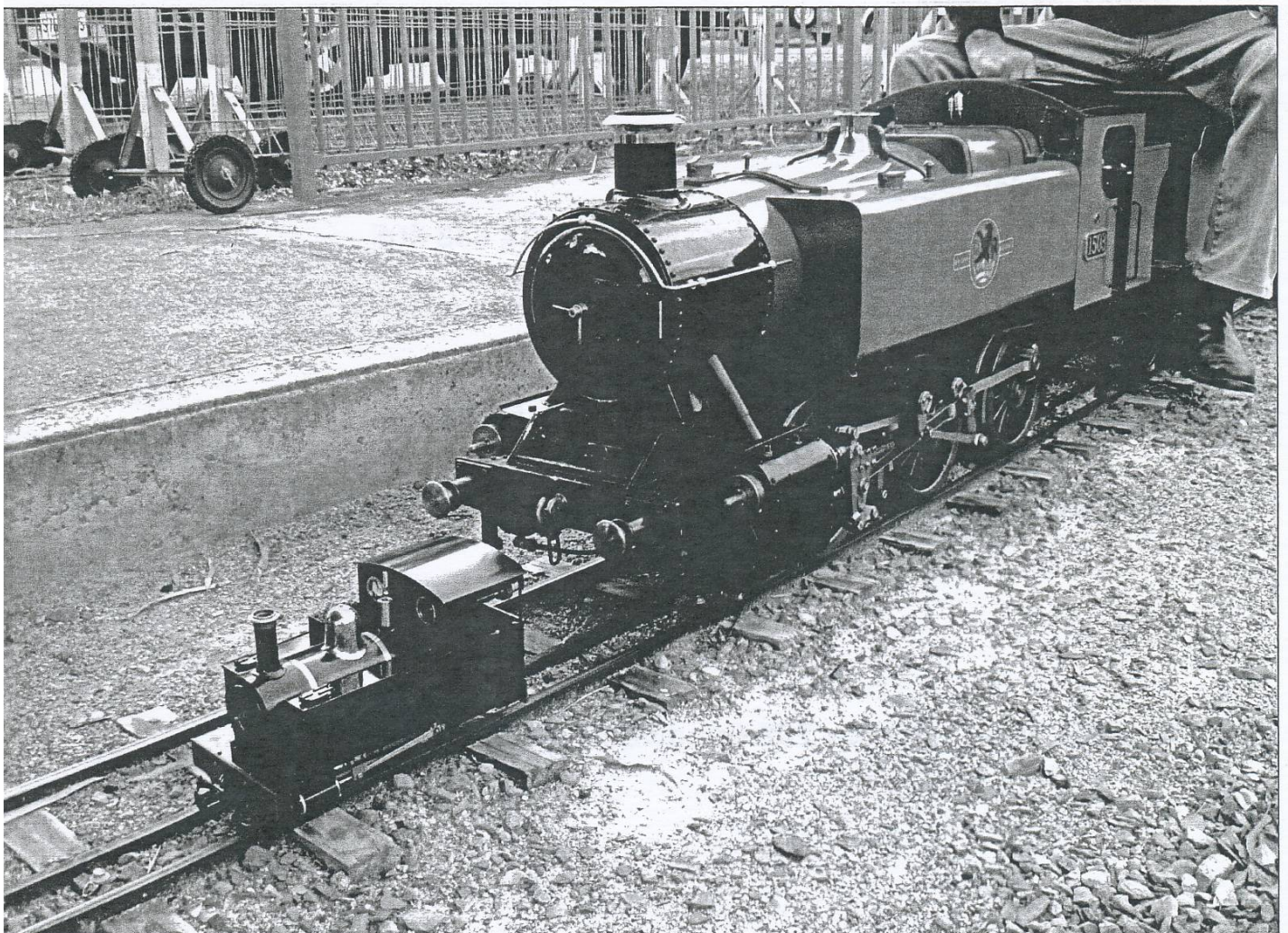
For owners own inspections [and for new construction], it is useful to refer to the relevant appendices to the SASMEE operational Rules [available from the Secretary. In addition, especially for constructors, go to the AALS website [<http://www.aals.asn.au/>] then click on Resources on the left hand side] and have look at the national wheel standards. However, over riding this, prospective constructors are advised to consult with the club rolling stock inspectors in much the same manner fashion as boiler builders

do with their inspectors during design the design phase. This is part due to some variations between the local club requirements and AALS because we have particular requirements for seat heights etc. There are a number of good ideas incorporated into the fleet [the E for experimental in the name is there for a reason!], and new constructors should be looking at, and discussing existing designs to pick up the good points. One "good point" that the inspectors think is almost a "must" consideration, is the ability to remove the seat to be able to view bogies and much of the brake rigging from above. This enables inspection to be much easier [for everyone!] and improves the ease of re-railing when there is a derailment.

Bryan Homann and Barry Dunstan,
Carriage Inspectors.

"G" Class versus 7.25"g

David Walton took the photo below of a "G" gauge loco, provided by the Dicker Family, running on the rails between the 5"g and the 7.25"g SASMEE ground level track. Event was the recent SASMEE interclub run. The English style propane fired loco is leading Gerald Cox's recently completed "Speedy".



SASMEE OFFICE BEARERS

President.	John Foster.	0419 810 478 8336 3119
Vice President.	John Montedorisio.	0409 838 494 8276 4675
Secretary.	Jeff Schaefer.	8298 6927
Minute Secretary.	John Beal.	8397 0998
Treasurer.	Ralp Ollerenshaw.	8379 0998
Asst. Treasurer.	Ian Foster.	8381 0330

Committee.

Mark Coxon.	8277 3763
David Hawkins.	8371 1350
Micheal Offler.	8276 2360
John Weidenhoffer.	8536 2813

Auditor. Michael Moyse.

Librarians. Jack Davey.
Bill Coles.

Boiler Inspectors.

John Levers.	8356 0135
John Montedorisio.	0414 838 408
Bryan Homann.	8390 1925

Canteen Managers.

John Montedorisio.	0414 838 408
Jackie Montedorisio.	

Vice Patron. Bernie Dickinson. BA. CPeng. Fie Aust. FI Mar EST.

SASMEE Bulletin. Bill Coles. 4 Clovelly Ave Hove. 5048
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